

THE SHIPBUILDERS OF HUMBOLDT BAY -- IV.

H.D. BENDIXSEN

There is an important Danish element among the population of Humboldt County, resulting from the fact that the region was opened to settlement just after the annexation of Slesvig-Holstein to Prussia, and the consequent emigration of Danes of draft age. It is not surprising, therefore, that we find that the leading shipbuilder of the region was a native of the Jutland peninsula.

Hans Ditlev Bendixsen was born in Thisted, Denmark, 14 October 1842, the son of Consul F.C. and Mariane von Mehren Bendixsen. After his confirmation, he served a two-year apprenticeship to a shipbuilder at Aalborg; then worked for two years in the same trade at Copenhagen; and then went to sea as a carpenter.

After a trip to Brazil, he came to San Francisco in 1863. Here skilled carpenters earned \$4 a day; and here young Hans stayed. He worked in the San Francisco Bay shipyards for a few years, and then moved to Eureka. He seems to have been employed, perhaps as a foreman, in the construction of the barkentine EUREKA and brig NAUTILUS in 1868; and one source lists him as builder of the 149-ton two-mast schooner DASHING WAVE in 1867 and of the 35-ton schooner LUELLA in 1868, the latter having been built in a yard adjoining Cousins'.

Other accounts indicate that Bendixsen commenced independent shipbuilding at Eureka in the K-street yard later occupied by Peter Matthews, in 1869. Here Bendixsen & McDonald built the 99-ton two-mast schooner FAIRY QUEEN for the Sacramento River trade. The following year, 1870, Bendixsen built the 144-ton centerboard schooner UNDINE for Captain Kustel. He subsequently built:

1872 LILLIE JONES	Steamer	38 tons
1872 ELVENIA	2m. Sch	148
1873 SILVA	Steamer	41
1873 AURORA	2m. Sch	193
1873 JOHN McCULLOUGH	2m. Sch	72
1874 GOLDEN GATE	2m. Sch	97
1874 HUMBOLDT	2m. Sch	138
1874 O.S. FOWLER	2m. Sch	35

During this period he apparently also built the schooners ATLANTA, LOVELY, MARIAN, MARY, STELLA, and VENUS, of 65 to 80 tons, but we have as yet been unable

to confirm the existence of these vessels in government records. In 1875 Bendixsen left the Eureka site and acquired a tract of land on the sandspit north of the entrance to Humboldt Bay, across from the town of Eureka and next to the lighthouse reservation. Here, where the village of Fairhaven sprang up, he built ships for a quarter of a century, surviving fires and depressions.

In 1875 Bendixsen built three small schooners for Tahitian owners, LA GIRONDE, VINI, and VARAO, as well as the brig PALOMA. His output for the next years:

1875 MARY SWANN	2m. Sch	143
1875 PALOMA	Brig	224
1875 J.G. WALL	2m. Sch	98
1875 LOTTIE COLLINS	2m. Sch	69
1875 LAURA PIKE	2m. Sch	145
1875 JOHN N. INGALLS	2m. Sch	95
1875 PAULINE COLLINS	2m. Sch	69
1876 ALBERT & EDWARD	2m. Sch	96
1876 MARTHA W. TUFT	2m. Sch	173
1876 MARY BUEHE	2m. Sch	147
1876 EXCELSIOR	3m. Sch	348
1876 LIEZUE MADISON	2m. Sch	131
1876 MAXIM	2m. Sch	117
1876 ABBIE	2m. Sch	146
1876 SAN BUENAVENTURA	2m. Sch	180
1876 CHRISTINA STEFFENS	"	70
1876 DAVID & ETTIE	2m. Sch	69
1876 GUSSIE KLOSE	2m. Sch	94
1876 MORNING STAR	2m. Sch	99
1877 COMPEER	3m. Sch	347
1878 ALTA	Strn. Whl. Stmr	104
1878 GEORGIE R. HIGGINS	2m. Sch	96
1878 ORION	2m. Sch	117

CONTENTS OF THIS ISSUE

OFFICIAL FLAG BOOKS.....	90
CURRENT BIBLIOGRAPHY.....	91
BOOK REVIEW, Villiers' "Coral Sea".....	91
NECROLOGY, E.M. Frye, W.A. Morse....	92
SAILING SHIP NEWS.....	92
MORE PORTUGUESE GRAND BANKERS.....	92
IRISH PENNANTS.....	92
HISTORIES OF EAST COAST	
FIVE-MASTERS, II.....	93
HISTORIES OF EAST COAST	
FOUR-MASTERS, I.....	94
WEST COAST FOUR-MASTERS, II.....	95
UNITED KINGDOM SHIPBUILDING, 1893.....	96

In 1879 Bendixsen was in partnership with a man named Peterson, probably Thomas H. Peterson, who built many small schooners along the Mendocino coast; but the arrangement lasted only a few months. Another Tahitian schooner, the 65-ton HENARI, was turned out in 1878. During this period Bendixsen also rebuilt the paddle tug MARY ANN, which originally was built in Philadelphia in 1852; and in 1877 he repaired the ALBERT & EDWARD after she foundered on Humboldt Bar.

The last column in the following table gives the proportional share of each vessel owned by Bendixsen himself, as given in the WPA volume of Eureka Ship Registers:

1879 DAISY ROWE	2m. Sch	122	---
1880 IDA McKAY	3m. Sch	187	---
1881 VEGA	3m. Sch	245	---
1881 BERTHA DOLBEER	3m. Sch	242	---
1881 CHARLES HANSON	2m. Sch	192	---
1882 FALCON	3m. Sch	205	1/16
1882 MABEL GRAY	3m. Sch	205	---
1882 NEPTUNE	2m. Sch	184	---
1883 CITY OF PAPEETE	3m. Bktn	389	0
1883 JESSIE MINOR	3m. Sch	261	0
1883 VOLANT	3m. Sch	172	0
1884 BERTIE MINOR	3m. Sch	272	0
1884 OCCIDENTAL	3m. Sch	209	1/16
1886 FORTUNA	2m. Sch	145	1/8
1887 BARBARA HERNSTER	2m. Sch	148	0
1887 ESTHER BUHNE	3m. Sch	287	1/16
1887 WM. F. WITZEMANN	4m. Sch	473	0
1888 ALLEN A.	3m. Sch	342	0
1888 GLENDALE	3m. Sch	296	0
1888 NORTH FORK	Stm. Sch	322	0
1889 CHARLES E. FALK	3m. Sch	298	1/8
1889 H. C. WRIGHT	3m. Sch	290	1/16
1890 G. W. WATSON	3m. Sch	452	1/16
1890 SEQUOIA	3m. Sch	341	1/16
1890 AZALEA	3m. Sch	344	1/16
1890 SADIE	3m. Sch	310	0
1890 LUCY	3m. Sch	309	0
1891 ROY SOMERS	3m. Sch	314	1/8
1891 R. W. BARTLETT	4m. Sch	521	1/8
1891 CZARINA	3m. Sch	230	0
1892 CHARLES R. WILSON	3m. Sch	345	1/8
1892 LOUISE	3m. Sch	346	0
1892 HILO	3m. Bktn	644	1/16
1892 OTTILLIE FJORD	3m. Sch	261	1/16
1892 JANE L. STANFORD	4m. Bktn	970	1/16
1892 O. M. KELLOGG	3m. Sch	393	1/16
1895 C. A. THAYER	3m. Sch	453	1/4
1895 MAWHEMA	3m. Sch	453	1/8
1896 ALBERT MEYER	3m. Sch	459	3/16
1896 METHA NELSON	3m. Sch	460	7/32
1896 DEFENDER	4m. Sch	446	9/32
1896 HUMBOLDT	Steamer	1075	*
1896 ALLIANCE	Stm. Sch	679	0

*owned by a corporation, in which Bendixsen very likely was a stockholder.

1897 WAWONA	3m. Sch	468	5/24
1897 MILDRED	3m. Sch	464	7/32
1897 HUTNERACE	Stm. Sch	341	---
1898 H. D. BENDIXSEN	4m. Sch	641	5/32
1898 A. M. BAXTER	4m. Sch	516	7/32
1898 JAMES H. BRUCE	4m. Sch	537	1/4
1898 FULTON	Stm. Sch	380	---
1899 WILLIAM CARSON	4m. Bktn	890	1/16
1899 JAMES ROLPH	4m. Sch	596	1/16
1899 DESPATCH	Stm. Sch	698	---
1899 S. T. ALEXANDER	4m. Sch	779	0
1900 STANLEY	3m. Sch	355	0
1900 SANTA PAULA	4m. Sch	650	---
1900 NOME CITY	Stm. Sch	939	---
1900 IAQUA	Stm. Sch	712	1/32
1900 JOHN PALMER	4m. Bktn	1187	0
1900 IRENE	4m. Sch	772	1/16
1901 ALVENA	4m. Sch	772	1/16

With the launching of ALVENA, on 21 February 1901, Bendixsen retired from active shipbuilding, and sold his plant for a reputed \$250,000 to a San Francisco group who incorporated it as the Bendixsen Shipbuilding Company. He died on 12 Feb. 1902, and was buried in Thisted the following May.

Bendixsen had been married twice, the first time to a Danish lady, the widow of a Captain Nissen. His second marriage, on 20 Jan. 1880, was to Mrs. Emma Taegen of Emmerich-am-Rhein. She survived him, erected a monument to him in Thisted, and gave money to the support of the needy of that town.

The total number of vessels that Bendixsen built is stated to be 113; but it is likely that some rebuildings are included in the total, as well as some hulls, like the LAURA MAY of 1868, that he worked on in the yards of other builders. He seems to have rebuilt the 128-ton schooner WESTERN HOME in 1883, for example. Another possible addition to his list is the 147-ton EDWARD PARKE of 1877, for which Augustus Vernon signed the carpenter's certificate, but which is credited to Bendixsen in a newspaper account in 1879.

It is interesting to observe that John Lindstrom, already written up in this series (10 p. 52-53), owned 1/32 of the WAWONA (1897). John Joyce owned 1/32 each of the JAMES H. BRUCE and JAMES ROLPH.

The schooner H. D. BENDIXSEN, which was first managed by J. H. Bruce of San Francisco, later passed to Eschen & Minor. In 1923 they sold her to H. Liebes & Co., who renamed her ARCTIC, installed an engine, and put her in the fur trade. She was lost at Point Barrow in August 1924.

THE H.D. BENDIXSEN SHIPBUILDING CO.

The Fairhaven shipyard acquired early in 1901 by the Bendixsen Shipbuilding Company remained active until after World War I. During this period it specialized in steam schooner hulls, which were towed to San Francisco for machinery. The following vessels were built:

1901		
CHEHALIS	St.Sch	663 Sudden & Christn.
KOHALA	4m.Bktn	891 Hind, Rolph & Co.
GEORGINA	4m.Bktn	998 Jacob Jensen
1902		
ESPADA	4m.Sch	777 Sudden & Christn.
BOREALIS	4m.Sch	764 Charles Nelson
1903		
POMO	St.Sch	368 Swayne & Hoyt
1904		
CRESCENT	5m.Sch	1443 Charles Nelson
F.A. KILBURN	St.Sch	997 Watsonville Tr. Co.
NORTHLAND	St.Sch	845 E.J. Dodge
HAROLD DOLLAR	" "	915 R. Dollar Co.
CASCADE	St.Sch	504 C.R. McCormick
TOLEDO	Stmr	211 A. Fay, Eureka
1905		
WASP	St.Sch	563 Fred Linderman
DAISY MITCHELL	" "	612 W.A. Mitchell
RAVALLI	St.Sch	998 Hammond Lumb. Co.
1906		
SVEA	St.Sch	618 Henry Wilson
YOSEMITE	St.Sch	827 C.R. McCormick
HOQUIAM	St.Sch	644 Bowes & Andrews
DAISY FREEMAN	" "	614 W.A. Mitchell
1907		
YELLOWSTONE	St.Sch	767 C.R. McCormick
TAHOE	St.Sch	751 Bowes & Andrews
FLAURENCE WARD	St. Aux, 2m. Sch.	267 Commercial Pacific Cable Co.
1908		
KATHERINE	St.Sch	531 Redwood SS Co.
SHOSHONE	St.Sch	646 C.R. McCormick
1909		
KLAMATH	St.Sch	1083 C.R. McCormick
1910		
FORT BRAGG	St.Sch	705 C.H. Higgins
NEHALEM	St.Sch	632 Hammond Lumb. Co.
1911		
WILLAMETTE	St.Sch	903 C.R. McCormick
1912		
NECANICUM	St.Sch	752 Hammond Lumb. Co.
1913		
MARY OLSON	St.Sch	848 Mary Olson Co.
1916		
SANTIAM	St.Sch	946 Hammond Lumb. Co.
1917		
FLAVEL	St.Sch	967 Hammond Lumb. Co.
HALCO	St.Sch	970 Hammond Lumb. Co.
TRINIDAD	St.Sch	974 Hammond Lumb. Co.

All owners in the above table were located in San Francisco, except A. Fay.

In 1902 the yard also rebuilt the hull of the steam schooner ALOHA, 256 tons, which had been originally built by Hay & Wright at Alameda in 1898, and which had suffered a bad fire. The product, owned by C.P. Doe of San Francisco, was rechristened PHOENIX.

It is not easy to obtain information as to the master shipbuilders associated with the yard under the new management. Robert Banks, who later was with the firm of Kruse & Banks on Coos Bay, owned 1/64 of ESPADA, indicating that he likely was her master carpenter. William McDade is associated with TOLEDO, SHOSHONE, NECANICUM, SANTIAM, and FLAVEL. KATHERINE and TAHOE were built during John Lindstrom's period of association with the firm, and J.H. Price is listed as builder of FORT BRAGG and NEHALEM. From 1910 until 1917, the plant was leased to the Hammond Lumber Co.

In 1917 the Bendixsen yard was acquired by Mayor Rolph of San Francisco and his associates, and the later history of the organization will be the subject of a further article in LOG CHIPS.

At this point it should be observed that Lloyd's Register lists the 4m. Sch. CECILIA SUDEN of 1902 as built in the Bendixsen yard. This vessel was actually built at Fairhaven (now Bellingham) in the state of Washington, by Charles Fulton.

MORE ON COOKSON AND MURRAY

On p. 52 of LOG CHIPS we omitted two early vessels by these builders. Murray is credited with building the 295-ton barkentine EUREKA in 1868 for Kentfield, Buhne & Jones at their mill on Gunter's Island; while Alex Cookson was master builder of the 47-ton centerboard schooner OSCEOLA in 1869.

VESSELS BUILT AT EUREKA, BUILDERS UNKNOWN

In this series we have so far accounted for all but a handful of the vessels built on Humboldt Bay in the 19th Century. The schooner SALVATOR, a four-master of 467 tons built in 1890 at Eureka, has still defied our efforts at identifying the builder, although we would not be surprised to find it was Peter Matthews.

The 127-ton two-master GOLDEN FLEECE of 1875 likewise is a mystery. American Lloyds for 1882 gives the name of her builder as "Wang", which still leaves us baffled.

Then there were three stern-wheel steamers, ADA, ANNIE, and ARGO, whose builders we have not yet traced.

OFFICIAL FLAG BOOKS

One of the fascinating collateral fields in the study of maritime history is the topic of flags carried by ships; a field, by the way, which has so far been almost entirely neglected in this country. Possession of a certain amount of flag lore is often of great assistance in identifying graphic materials, particularly paintings, pertaining to ships. In most older photographs, unfortunately, the ensign either hangs limp and unrecognizable in a calm, or has fluttered so much during the long exposure that its markings are indistinguishable.

Perhaps the best sources of information concerning maritime flags of the past are the various manuals issued by naval authorities. The Admiralty flag book is highly esteemed, and the German one is a model of thoroughness; we have also seen excellent French and Austrian naval flag books from the 19th Century. In contrast, the United States efforts in this direction are relatively undistinguished; nevertheless they are good source material. Prepared in Washington, with foreign legations available for consultation, these volumes are probably the best contemporary authority for flag usage by the agencies of the U.S. Government.

The first such publication, "Flags of Maritime Nations", was issued in 1868 by the Bureau of Navigation, under the direction of the Secretary of the Navy. It had 18 color plates of flags, prepared by Endicott & Co., New York. Most copies have a red flag with star and crescent pasted over a green flag with star and crescent for Egypt on Plate 17.

The second edition, 1870, was made necessary by changes in personal flags in the U.S. Navy. Its plates 1, 2, 2a, and 17 were redrawn anonymously, and 15 Endicott plates were retained.

The third edition, 1873, was a somewhat larger volume, 11" tall compared with the previous 10 $\frac{1}{2}$ ". It now included personal flags -- flag-officers' and standards of reigning families -- of all nations, the 31 plates of which were again prepared by Endicott & Co. The preface notes that proofs were sent via the Secretary of the Navy and Secretary of State for revision by the legations. None the less, there are still a few blunders, such as the inclusion of the Maori New Zealand flag, which at this date was only to be seen as the house flag of the New Zealand Shipping Co.

Neither the Navy Department Library nor the Library of Congress has record of a fourth edition of this work. The edition of 1882, which calls itself the fifth edition, was 11 3/8" tall, with 32 color plates by the Heliotype Printing Co. of Boston. It was also issued as House Misc. Doc. 48, 47th Cong., 1st Sess. (1883), and a good many copies seem to have been sent by congressmen to their constituents, as they turn up frequently today.

The next edition appeared in 1899, prepared by the Bureau of Equipment. It was 11 5/8" tall, and had 7 pp of text and 67 color plates, the latter prepared by the Taber-Prang Art Co. of Boston. Some copies have an inserted Plate 40a with ensign and jack of the Federated Malay States, and an insert of Turkish flags to scale. These have proportions of 2:1, and the star is 5-pointed, one point at the 3 o'clock position, and the center of the star on the circumference of the circles forming the crescent.

In 1914 the Government Printing Office issued a new edition for the Bureau of Construction & Repair, with 75 color plates by Snyder & Black, New York, and 15 pp of text, including facsimiles of the original Navy circular letters establishing the U.S. flag in its present design in 1818. It has a loose-leaf binding 11 7/8" tall.

The next edition was not until 1938, when it was edited by the Office of the Chief of Naval Operations and produced by the Hydrographic Office as H.O.No.89, "Flags of the United States and Other Countries". Looseleaf like the 1914 edition, and the same height, the trade edition has 13 pp of introduction and 56 plates, with reverse of the U.S. flag plates having descriptive text. A great deal of attention was given to reproducing the exact proportions and hues of the various flags in this volume, but the editing of the text was not as careful. Copies may be found with Plate 57 of special U.S. Navy flags and pennants; and with an Appendix, pp 59-73, which quotes regulations for flags and honors and gives detailed working drawings for making flags.

Also by the Hydrographic Office was an undated broadside "Flags of Maritime Nations" measuring 13 $\frac{1}{2}$ " x 24", issued in September 1944 as H.O.89a. Changes in the presidential flag and other flags made necessary H.O.Pub.No.89b, "Flags and Pennants of the United States Navy" (4 plates), dated August 1946,

The most recent display of Navy flags was a center spread in "All Hands" for July 1948, with accompanying text on pp 31-34. This plate is of value in giving the Bureau flags and other novelties. No official showing of the world flag changes since 1938 has yet appeared.

The gaps between volumes of the Navy's "Flags of Maritime Nations" can be filled after 1873 by plates of national flags in H.O.No.87, "International Code of Signals". We have seen a copy of the 1914 Bureau of C&R book that was used as a reference in making the plates for the 1915 issue of H.O.No.87. The latter volume has been reissued every couple of years, with revisions, right up to the present.

Commencing in 1893, "Merchant Vessels of the U.S." also contained color plates of national flags. In 1895 they were transferred to the separate volume "Sea-going Vessels of the U.S.", and continued annually in that series until the 1920's. These two sources, although not in 100% mutual agreement, give such short-lived flags as the provisional flag of Cuba in 1900 (blue with a white jack), and the post World War I colors of Armenia and Georgia. If they cannot always be taken as evidence for the flag used by a foreign country, they at least show what officials in Washington, D.C., considered that flag to be.

CURRENT BIBLIOGRAPHY

ANDERSON, John, "The last days of the sea queens" (v.3) 4"x6", unpagd. Falkirk, the author, 1949. 3s. Brief biographies of some U.S. and British sailing ships that survived until 1920. Many inaccuracies.

FOREES, Allan, and EASTMAN, Ralph M., "Other Yankee ship sailing cards" 106 pp.; ill.; 35 cards in color. State Street Trust Co., Boston, 1949. Most recent of the famed State St. Trust Co. pamphlets, and a good job.

HAWKINS, Brooks, "Friendship sloops", Motor Boating, pp.32-33, 80; ill.; July 1949.

PINKERTON, Robert E., "Return of a Viking", True, pp.28-29, 88-93, June 1949. Life of Capt. Victor Jacobson, sealer out of Victoria, B.C.

U.S. BUREAU OF NAVAL PERSONNEL, "U.S. Submarine losses World War II". 7 1/2" x 9 3/4", 174 pp., ill., paper, 1949. 60¢. Lists crews and gives accounts of 52 losses.

U.S. BUREAU OF SHIPS, "Wood: manual for its use in wooden vessels". v, 235 pp.; ill.; Washington, Government Printing Office, 1948. \$1 paper. Gives the techniques used in building the wooden craft of World War II.

VILLIERS, Alan, "Why stick to sail?", Yachting, pp.36-38, 88-91, ill., May 1949. Modern sail training ships.

WATERS, Sydney D., "PAMIR, the story of a sailing ship", 5 1/2" x 8 1/2", 48 pp.; ill. A.H. & A.W. Reed, Wellington, 1949, 7s9d. History of PAMIR and complete record of her New Zealand voyages.

BOOK REVIEW

VILLIERS, Alan, "The Coral Sea", v, 310 pp.; ill.; bibliography and index; Whittelsey House, N.Y. and Toronto, 1949. \$4.00

As probably the last man who will ever navigate a square-rigged sailing vessel in its waters, Alan Villiers is particularly qualified to write this addition to the "Oceans of the World" series. When he wrote "Cruise of the Conrad", few Americans had heard of the Coral Sea or realized that the corner of the Pacific between Australia, New Guinea, and the Solomon Islands had a name of its own. The headlines in May 1942, when the Allied navies for the first time met and held the Jap Navy, changed that.

Many other colorful characters (in addition to Villiers) had cruised these waters. The great Cook nearly lost his ENDEAVOUR on a reef, and Bligh of the BOUNTY sailed his launch through the sea to Timor, after the mutiny. La Percuse met his mysterious fate there on Vanikoro. In the 19th Century there are the doings of the blackbirders, missionaries, and sandalwood traders to be recorded.

NECROLOGY

Edwin M. FRYE died at Harrington, Maine, about 14 June 1949. A native of Washington County, Maine, he served on USS DOLPHIN in the Spanish-American War. He had interests in blueberries, clam packing, lumber, and pulpwood. In 1917 he revived the Harrington shipbuilding industry, the Frye-Flynn Co. building the schooners LIZZIE D. PEABODY, LUCY EVELYN, SALLY PERSTIS NOYES, DORIS HAMLIN, VELMA A. HAMLIN, and MABEL A. FRYE.

Wilbur A. MORSE died at Friendship, Me., 23 May 1949, aged 95. He created the famous Friendship sloop design and built over 400 of the craft.

SAILING SHIP NEWS

IRISH PENNANTS

ARBELLA. The reconstructed 17th Century ship of this name now at Salem (LC p39) was originally the two-masted schooner **LAVOLTA**, built Ellsworth, Me., 1870.
C.A. THAYER, 3m.sch. 13 Aug. towed in from sea; unloading Paulsbo; took 220,000 cod this season in Bering Sea.

DAR POMORZA, Pol.aux.tr.ship. 16 June sailed Gdynia for Antwerp; arrived 24th; sailed 29th.

DIAMOND HEAD, barge (ex-ship). Seattle scrappers are reported looking for a user, as her hull is too good to scrap.

EBBA, Dan.mot.sch. 16 May 1949 foundered 100 mi SW of Greenland, whence she was bound to serve as a sand-sucker for shore construction.

ERNESTINA, Port.aux.sch. 7 Aug. arr Providence R.I., 85 days from Brava C.V.I. via Fogo, Praia, and Dakar 16 June

LA MERCED, 4m.mot.sch. 22 May 1949 dry-docked at Todd-Seattle, outfitting for summer in Alaskan waters.

LUCY EVELYN, 3m.sch. Under name **SEA CHEST** opened Memorial Day (30 May) as a dance hall and tourist trap, Beach Haven, N.J.

MADALAN, bgn. 6 June arr Providence, R.I., 41 d. from Cape Verde Is; 13 pass.

OFELIA GANCEDO, Cub.aux.3m.sch. (ex E.P. **CHERIAULT**). 7 June 1949 put into Miami with motor trouble, bound Havana Jacksonville, Fla., to load lumber.

PAMIR, Finn.4m.bk. 28 May 1949 left Port Victoria for Channel f/o, barley.

PASSAT, Finn.4m.bk. 1 June 1949 left Port Victoria for Channel f/o, wheat.

PIEFERINA, Urug.aux.bark. 22 June 1949 left Paranagua for Buenos Aires.

PRINCESS ALICE, Ger.4m.sch. (Built Bath 1908 as **BERTHA L. DOWNS**; later **ATLAS**) Recently towed Kiel-Hamburg, and junked.

RAYO, m/v (ex-2m.sch). Arr Boston 16 July.
SHOOTMAN, Russ.gaz.bktn. In port at Long Beach, Calif., Feb. 1948.

STAR OF INDIA, bark. To be transferred to the newly-formed San Diego Aquarium Society, and moved to Mission Bay.

MORE PORTUGUESE GRAND-BANKERS

Since compiling the notes on p.62, we have turned up three more such schooners:
MARIA DAS FLORES, built Aveiro 1946 by J.M.L. de Almeida; 607 tons; wood aux.
LOUZADO, wood aux., built Millom 1904 by Duddon SB Co. as **BECCA & MARY**. 224-T.
OLIVEIRENSE, wood aux., built Aveiro 1938 by A. Monica, 421 tons.

For the adjacent sailing ship news, we are indebted to The American Neptune, and Messrs. G.M.S. Tod, R.H.I. Goddard, Jr.; Gordon Jones, J.H. Burlinson, J. Meyer, and Carl Christensen.

Giles Tod writes us that the hulk of a stone-carrier at Gloucester (p.61) is not **ALBERT BALDWIN** after all, but the schooner **HERBERT**, built at East Boston in 1883. The **BALDWIN** was scrapped by WPA labor in the late 1930's.

Captain P.A. McDonald sends further word on the rig of **BUCKINGHAM** (p.56). She had chafing gear on her forward swifter in the jigger lower rigging in 1918, but he points out that this might have come from another of her masts when she was refitted in 1917. He sends an early illustration of her from "Rope Yarns, Marlinspikes and Tar" by W.E. Dexter, which shows her as a four-masted bark.

Jürgen Meyer writes: "GOODRICH of 1892 (p.85) came out as a four-masted ship. I know an old sailor who served as O.S. in her during her first voyage. Only a few days after her departure from U.K. the master stripped her of the yards of the jigger mast."

From Plymouth, England, Mr. J. Meer sends names of Russian auxiliaries that have called there: **AKTINIA**, **BLESK**, **GLOBUS**, **HORISANT**, **JEMCHOOG**, **JUNGA**, **KALMAR**, **KORALL**, **MIDJIA**, **NEPTUNIA**, **OMAR**, **SEKSTAN**, **SPRUUT**, **SVESDA**, and **ULVA**. **UMBA** (p.54) was a steamship.

Mr. J.W. Somerville has supplied more information on two American-owned British-built ships. **WESTFIELD** (p.74), along with **SPRINGFIELD**, **FAIRFIELD** and **GLENFIELD**, was owned by H. Weston & Co., Jacksonville. She was lost on the Carolina beach in 1904 with a coastwise lumber cargo from Fernandina.

SEVERN (p.86) was lost without trace after leaving Baltimore in September 1896. Mr. Somerville was loading in the schooner **TORTUGAS** on the east side of Miller's Wharf, and the **SEVERN** loaded on the west side on her last voyage. He describes her as "a good looking vessel, but heavy and stocky spars. Her smoke stack was just forward of the mizzen."

WANTED TO SWAP: "Merchant Vessels of the U.S.", 1931, for any earlier year.

THUMBNAIL HISTORIES OF EAST COAST SCHOONERS (Continued from page 67)

FIVE-MASTERS (see pp. 4-5 of July 1948 LOG CHIPS)

FULLER PALMER	KWSD	12 Jan.1914	foundered to the eastward of Cape Cod.
GARDINER G. DEERING	KSHL	4 July 1930	burned for spectacle at Brooksville, Maine.
GEORGE P. HUDSON	KQLP	Ex FANNIE PALMER.	11 July 1914 sunk by ss MIDDLESEX off Great Round Shoal, Cape Cod, with loss of 3 lives.
* GOV. AMES	KGCT	13 Dec.1909	lost with 11 of 12 crew on Cape Hatteras.
GOVERNOR BROOKS	KWLG	23 March 1921	foundered off Montevideo, Uruguay.
GRACE A. MARTIN	KTGN	14 Jan.1914	foundered 30 mi.S of Matinicus I., Maine.
HARWOOD PALMER	KTMN	23 May 1917	torpedoed 5 mi.SW La Blanche I., France.
HELEN J. SEITZ	KVCM	9 Feb.1907	wrecked at Beach Haven, N.J.
HELEN W. MARTIN	KPRJ	1916	sold foreign; wrecked as TENIX, January 1920.
HENRY O. BARRETT	KPCT	Sold at Havre, France, 1917;	renamed MONTE FINIGO.
JAMES PIERCE	KRLB	9 Nov.1912	sunk by Norweg.ss FRAM 600 mi.off Bahamas.
JAMES W. PAUL JR.	KRHP	28 June 1918	wrecked off Rio de Janeiro; 2 of crew lost.
* JANE PALMER	KTLM	18 Dec.1920	abandoned in 36-06 N, 65-31 W.
JENNIE R. DUBOIS	KRNH	5 Sept.1903	sunk by Ger.ss SCHOENFELS off Block I.
JENNIE FLOOD KREGER	LQCD	1935	dismantled Boston Harbor; remains scuttled June 1940.
* JENNIE FRENCH POTTER	KPMV	18 May 1909	lost off Cape Cod.
JEROME JONES	LEFTQ	Later FRANK M.DEERING;	6 Feb.1923 wrecked nr. Cobbs I., Va.
JOHN B. PRESCOTT	KNTF	Foundered	23 Feb.1902.
JOSEPH S.ZEMAN	LQGW	3 Feb.1922	wrecked Metinic I.Ledge, Penobscot Bay, Maine.
* KINEO	KSLF	1916	renamed MARYLAND; Texas Co.auxiliary motor tanker.
LOUISE B. CRARY	KQMD	17 Dec.1902	sunk off Thatchers I.by FRANK A.PALMER. 11 lives lost on the two schooners.
M.D.CRESSY	KPBR	9 April 1917	foundered in 31-31 N, 60-40 W.
MAGNUS MANSON	KTBC	25 May 1917	torpedoed 50 mi.SW of C.St.Vincent, Portugal.
MARCUS L. URANN	KTLR	29 Nov.1916	abandoned; 3 survivors landed in Azores.
MARGARET HASKELL	KTFG	27 Feb.1917	abandoned in 29-50 N, 75-45 W.
MARTHA P. SMALL	KQSH	1920	in distress at Montevideo; libelled for repairs and finally broken up there.
MARY F. BARRETT	KRHQ	Dismantled 1929;	hulk still in Robinhood Cove, Maine.
MARY H.DIEBOLD	MCDV	1936	became coal hulk, Eastport, Me.; 1937 broken up.
MARY W. BOWEN	KPNB	7 July 1917	torpedoed in 47-20 N, 8-10 W.
MARYLAND	KSLF	Ex KINEO;	recently reported still in service.
MOHAWK	JWEL	Built at Boston in 1882	as the side-wheeler PENOBSCOT. Rebuilt at New York in 1918 as a five-masted schooner. Lost with all hands after sailing from New York in 1918.
MONTE FINIGO	KPCT	Ex HENRY O. BARRETT.	
NATHANIEL T. PALMER	KNTD	1 Dec.1911	abandoned in 32-50 N, 62-45 W.
OAKLEY C. CURTIS	KNQR	1931	used as salvage pontoon; ended in James River, Va.
* PAUL PALMER	KRVN	15 June 1913	lost by fire off Cape Cod, Massachusetts.
PRESCOTT PALMER	KRLN	20 Jan.1914	foundered in 34-08 N, 66-46 W; 1 of crew lost.
REBECCA PALMER	KQPV	May 1921	sold at Genoa to Greek buyers.
ROBERT L. LINTON	LNSW	ex ASTA. 1927	laid up Moss Point, Miss; scrapped c.1933.
ST. JOHNS, N.F.	LKPS	Later EDWARD B. WINSLOW;	foundered 1928 en route Bermuda.
SAMUEL J. GOUCHER	KTMQ	12 Nov.1911	ashore I.of Shoals; derelict blasted up at Portsmouth, N.H.
SHOW BOAT	KRPC	Ex CORA F. CRESSY.	Ended at Medomak, Maine.
* SINGLETON PALMER	KTBH	6 Nov.1921	sunk by ss APACHE off Delaware; 1 of crew lost.
SINTRAM	MCGJ	19 Nov.1921	sunk off Highland Lt.by ss DAVID McKELVEY.
T. CHARLETON HENRY	KSDH	23 June 1903	sunk by Br.ss CHELSTON off Fire Island.
VAN ALLENS BOUGHTON	KQMC	4 Sept.1917	foundered 150 mi.off Brest, France.
VIRGINIA PENDLETON	LNSW	Later ASTA; later ROBERT L. LINTON:	see above.
WASHINGTON B. THOMAS	KSJB	12 June 1903	lost on Stratten I., Saco Bay, Maine.
* WILLIAM C. CARNEGIE	KQGD	1 May 1909	wrecked at Moriches Inlet, Long Island, N.Y.

* (Mr. Victor Darnell has sent us lists of the Stebbins sailing ship and steamer negatives now owned by the Society for the Preservation of New England Antiquities, 141 Cambridge St., Boston 14, Mass. Their prices for prints range from 15¢ for 3"x4" glossy, to \$1.50 for 8"x10" matte enlargements. The collection includes the five-masters marked with an asterisk in the above list)

THUMBNAIL HISTORIES OF THE EAST COAST FOUR-MASTERS ** 1

A. ERNEST MILLS

ABEL E. BABCOCK

ADA F. BROWN

ADDIE M. ANDERSON

ADDISON E. BULLARD

ADELAIDE BARBOUR

AGNES MANNING

ALBERT D. CUMMINS

ALBERT F. PAUL

ALBERT W. ROBINSON

ALCAEUS HOOPER

ALEXANDER H. ERICKSON

ALICE HOLBROOK

ALICE VERZONE

ALICE E. CLARK

ALICE L. PENDLETON

ALICE L. PENDLETON

ALICE M. COLBURN

ALICE M. KAFKA

ALICE MAY DAVENPORT

ALICIA B. CROSBY

ALLA G. TURNER

ALMA E.A. HOLMES

ALSACE

AMELIA ZEMAN

ANANDALE

ANDREW ADAMS

ANNA MURRAY

ANNA G. LORD

ANNA M. RECORD

ANNA R. HEIDRITTER

ANNA LAURA MCKENNEY

ANNEX

ANNIE C. ROSS

ANTHONY D. NICHOLS

ARTHUR McARDLE

ASBURY FOUNTAIN

ATLANTIC COAST

ATLANTICO

ATLAS

AUBURN

AUGUSTA G. HILTON

AUGUSTA W. SNOW

AUGUSTUS HUNT

AUGUSTUS PAIMER

AUGUSTUS WELT

AUGUSTUS H. BABCOCK

AZUA

LQDS 5 Apr. 1929; sunk by USS CHILDS off Currituck Beach, N.C.; master and 2 crew lost; wreck finally destroyed Lynnhaven Rds.
 KJQT 26 Nov. 1898 lost with all hands on Teddy Rks., Hull, Mass.
 KQVG 1917 renamed DOLER; condemned Bahia 1919, hulked 1920.
 KHFG Lost 30 June 1899.
 KTMB Became barge at Mobile about 1925.
 KRJP 1920 rn. MABEL; 13 Oct. 1923 foundered 26-26 N, 75-30 W.
 KDGS 2 Dec. 1891 wrecked SE end of Pasque I., Mass.
 LWJB Summer 1947 burned for scrap at Philadelphia.
 LHWF 4 March 1942 sunk by enemy action, Turks I. to Norfolk.
 KWBQ 5 September 1926 foundered at sea.
 MCPR 13 Oct. 1924 abandoned at sea with loss of 30 lives.
 LPGQ 1923 rn. WELLINGTON; 10 Sept. 1928 foundered off Hatteras.
 KHJR 16 April 1913 wrecked on sunken steamer off Hillsboro Inlt
 LRBT Ex PAT HARRISON. 10 Oct. 1928 lost Gt. Inagua Bay, B.W.I.
 KNCJ Lost 30 Dec. 1909; or stranded 1 July 1909, Penobscot Bay.
 KSCJ Ex STANLEY H. MINOR. 8 March 1907 lost Frying Pan Shl., N.C.
 LJQH Ex HAUPPAUGE. Hull still at Noank, Conn., 1948.
 KMPL 3 Jan. 1923 lost on Egg Rock, Manchester, Mass.
 LJFQ 1918 rn FRIENDSHIP; 1925 ADELAIDE DAY. Lost on 30 December, 1927.
 KTPC 1924 rn GENERAL LEON JURADO. 16 May 1928 burned at C. Isabella, Santo Domingo.
 KGQJ 1917 sold French; rn. GLORIA.
 LMPH Rn. ESPERANZA 1922; lost 31 March 1923.
 KMTR 10 Oct. 1914 sunk by ss BELFAST off Bakers I., Marblehead. 1917
 LVHC Left Norfolk 19 Feb. 1920 for San Domingo; disappeared.
 LTWP 2 Feb. 1930 wrecked at Andicora, Venezuela.
 KDQH 30 Jan. 1907 lost at Cartagena, Colombia.
 KPFD Lost 31 December 1902.
 LSTC 8 Dec. 1920 foundered in 36-19 N, 56-50 W.
 KVNT Ex ELISHA ATKINS. 26 Jan. 1924 wrecked Cape Lookout, N.C.
 LBKG Ex COHASSET KSCP. 3 March 1942 lost off Hatteras Inlet.
 LJMD 3 March 1921 wrecked off Puerto Mexico, Mexico.
 LMHB Ex GEORGE H. BARNES. Hulk at Noank, Conn., 1948.
 LJCG Now laid up in Newtown Creek, Brooklyn, N.Y.
 KSWJ Lost 30 June 1928
 KJVC 23 April 1904 wrecked Egg Harbor, N.J., Phila-Havana.
 KGVH Ex CHAS. L. DAVENPORT.
 MOHN 4 Jan. 1926 wrecked W of Neuvitas, N coast of Cuba.
 KFEM Ex MOUNT HOPE; sold Portuguese 1915.
 KWMF Ex BERTHA L. DOWNS; early 1948 broken up, Kiel, Germany.
 KVFR 1909 missing on voyage Jacksonville to Philadelphia.
 LKVF 18 Aug. 1933 abandoned afire and sinking in 37-29N, 40-50W.
 KTSW Scrapped in Boston Harbor, 1935.
 JWSC 22 Jan. 1904 lost on Long Island.
 KMCF Wrecked 23 March 1900.
 KGPV 21 July 1917 torpedoed in 40-30 N, 7-20 W.
 KTHV 20 Jan. 1919 abandoned waterlogged and afire in 32-02 N, 62-10 W; bound New York-Las Palmas; master and 6 crew lost
 LNVF 14 May 1930 sunk by ss CITY OF ATLANTA in 39 N, 74-10 W; 3 of 7 crew lost.

(To be continued. Corrections and additions solicited. We are indebted to the following for material on pp. 93 and 94: Captain H. Daniel, Lt. W. J. L. Parker, and Messrs. R. H. I. Goddard, Jr; J. W. Somerville, and Charles S. Morgan.)

Four-masted schooners built on the Pacific Coast, continued from p.70

1917

ASTORIA	(Auxiliary)	1611 Astoria, Oregon	McEachern Ship Co.
ASTRI I.	(Aux)	1570 Astoria, Oregon	McEachern Ship Co.
(renamed FJELTIND; renamed GLORIA)			
BARLEUX	(Aux)	1607 Seattle, Wash.	Puget Sound Bridge & Dredging Co.
CHIQUMULA	(Aux)	687 Portland, Ore.	Columbia Engineering Works
DIAMUDE	(Aux)	1614 Seattle, Wash.	Puget Sound Bridge & Dredging Co.
ERRIS	(Aux)	1582 Portland, Ore.	Peninsula Shipbuilding Co.
ESPERANCA	(Aux)	1601 Portland, Oregon	Peninsula Shipbuilding Co.
GUANACASTE	(Aux)	333 Portland, Oregon	Columbia Engineering Works
LA MERCED	(Aux)	1696 Benicia, California	James Robertson
MARGARET	(Aux)	1613 Astoria, Oregon	McEachern Ship Co.
(renamed MARGARETE; renamed DORA)			
MADRUGADA	(Aux)	1613 Astoria, Oregon	McEachern Ship Co.
PAULINE	(Aux)	1750 Astoria, Oregon	McEachern Ship Co.
(renamed ODINE; renamed ASTRELLA; renamed ODINE again)			
PELICAN	(Aux)	1745 Astoria, Oregon	McEachern Ship Co.
(renamed MAY; renamed PELICAN again; renamed SIGEN)			
PORTLAND	(Aux)	1594 Seattle, Wash.	Puget Sound Bridge & Dredging Co.
REMITTENT	(Aux)	1616 Seattle, Wash.	Puget Sound Bridge & Dredging Co.
RISØR	(Aux)	1604 Seattle, Wash.	Puget Sound Bridge & Dredging Co.
S. I. ALLARD	(Aux)	1915 St. Helens, Ore.	St. Helens Shipbuilding Co.
TACOMA	(Aux)	1603 Seattle, Wash.	Puget Sound Bridge & Dredging Co.
(renamed HELEN B. STERLING)			
TEMPATE	(Aux)	700 Portland, Ore.	Columbia Engineering Works.
W. F. BURROWS	(Aux)	1308 Portland, Oregon	Standifer-Clarkson Const. Co.
1918			
ADMIRAL MAYO	(Aux)	1934 Seattle, Wash.	Puget Sound Bridge & Dredging Co.
ADMIRAL SIMS	(Aux)	1929 Seattle, Wash.	Puget Sound Bridge & Dredging Co.
ADRIEN BADIN	(Aux)	1622 Portland, Ore.	Peninsula Shipbuilding Co.
(renamed MONTEREY)			
ARRAS	(Aux)	1617 Seattle, Wash.	Puget Sound Bridge & Dredging Co.
CARMEN	(Aux)	1610 Astoria, Ore.	McEachern Ship Co.
DOCKTON	(Aux)	1699 Dockton, Wash.	Matheson Shipbuilding Co.
DOUAUMONT	(Aux)	1607 Seattle, Wash.	Puget Sound Bridge & Dredging Co.
ELVIRA STOLT	(Aux)	812 Portland, Ore.	Columbia Engineering Works.
ETHEL	(Aux)	716 Portland, Ore.	Columbia Engineering Works.
EVELYN	(Aux)	1584 Astoria, Ore.	McEachern Ship Co.
(renamed ADELA)			
GEORGETTE		867 Portland, Ore.	Columbia Engineering Works
(renamed SETH PARKER and converted to auxiliary, 1935)			
LOUISE BRYN	(Aux)	821 Portland, Ore.	Columbia Engineering Works
(renamed PINTHIA)			
MOUNT HAMILTON	(Aux)	1537 Seattle, Wash.	McAteer Shipbuilding Co.
MOUNT HOOD	(Aux)	1490 Hoquiam, Wash.	Matthews Shipbuilding Co.
(renamed MARIE GERTRUDE)			
MOUNT SHASTA	(Aux)	1571 Hoquiam, Wash.	Matthews Shipbuilding Co.
(renamed COMET, then SEERADLER, then COMET again, then VATERLAND, then MOPELIA)			
ORONITE	(Aux)	1704 Benicia, Calif.	James Robertson
(renamed ANEJURA)			
PECHINY	(Aux)	1586 Portland, Ore.	Peninsula Shipbuilding Co.
(renamed GLANYDON)			
PERONNE	(Aux)	1618 Seattle, Wash.	Puget Sound Bridge & Dredging Co.
SUZANNE	(Aux)	1431 Aberdeen, Wash.	Aberdeen Shipbuilding Co.
(renamed MONNOW)			
THE GARDNER WILLIAMS		901 Portland, Ore.	Columbia Engineering Works.
YPRES	(Aux)	1617 Seattle, Wash.	Puget Sound Bridge & Dredging Co.
(renamed BLUEBIRD)			

(To be continued)

SAILING SHIPS LAUNCHED IN THE UNITED KINGDOM, 1893

(Arranged by builders)

Name	Rig	Gross	First owners	Dead-weight
Later names		Year	Later owners	
			Palmer's Shipbuilding & Iron Co. Lim., Jarrow-on-Tyne, Newcastle	
LYDGATE	4m. Bark 2534	J. Joyce & Co., Liverpool		
SKANSEN I.		1915	Arne Larsen, Bergen, Norway	
			William Pickersgill & Son, Southwick, Sunderland	
MARGARITA	Bktn 527	S.C. & F.H. Chambers, Liverpool		830
CONSTANCE CRAIG			J.J. Craig, Auckland, N.Z.	
			Craig, Taylor & Co., Thornaby, Stockton-on-Tees	
SAN IGNACIO DE LOYOLA	Bktn 675	L. Mercader y Menonda & Mrs. G.G.y Arizmendi, San Sebastian, Spain (tanker)		900
			Royden & Sons, Queen's Dock, Liverpool	
PRINCE ROBERT	4m. Bark 2846	E. Roer, Christiania, Norway		4250
THIELBEK		Knöhr & Burchard, Hamburg		
DAVID DOLLAR		1921	Robert Dollar Co., San Francisco	
			R. Williamson & Son, Workington, Cumberland	
CENTESIMA	4m. Bark 2949	Builders (their 100th vessel)		4600
NAUARCHOS		1901	Rhederi Visurgis A/G, Bremen	
			Ritson & Co., Maryport	
CARL	Ship 2039	E.C. Schramm & Co., Bremen		3200
			Ailsa Shipbuilding Co., Troon	
HOLYWOOD	Bark 1633	T.C. Guthrie, Glasgow		2700
ACADIA		A/S Acadia (S. Bruusgaard), Drammen, Norway		
DALRYMPLE	Bark 1634	John M. Campbell & Sons, Glasgow		2700
			Russell & Co., Greenock and Port Glasgow. Greenock yard:	
ANCONA	4m. Bark 2352	G.T. Soley & Co., Liverpool		4100
BERMUDA	4m. Bark 2846	P. Denniston, Glasgow		4100
NORDHAV		1912	C. Bech, Tvedestrand, Norway	
BAHAMA	4m. Bark 2244	P. Denniston, Glasgow		3700
KINROSS SHIRE	4m. Bark 2299	Thomas Law, Glasgow		3700
FIORINO		1919	A/S Fido (M. Hansen), Christiansand, Norway	
KING GEORGE	Ship 2242	J.A. Walker, Glasgow (Completed 1894)		3550
MARATHON	Ship 1988	William Thomson & Co., St. John, N.B.		3200
DENBIGH CASTLE		R. Thomas, Liverpool		
MARIE HACKFELD	Ship 1785	J.C. Pfluger, Bremen		2850
PORT ELGIN	Ship 1762	Crawford & Rowat, Glasgow		2780
KILMALLIE	Bark 1634	Kerr, Newton & Co., Glasgow		2750
BEESSWING	Bark 1462	Pritchard Bros., London		2400
			Port Glasgow yard:	
LEVERNBANK	4m. Bark 2400	A. Weir, Glasgow		3800
LAURELBANK	4m. Bark 2397	A. Weir, Glasgow		3800
DOWAN HILL	4m. Bark 2115	J.R. Dixon & Co., Glasgow		3600
EUGENIO BRUNI				
DOWAN HILL				
SNIG			A/S Christiansand (S.O. Stray), Christiansand	
CLAN GRAHAM	4m. Bark 2147	Thomas Dunlop & Sons, Glasgow		3450
ASHEIM		1917	Thv. B. Heistein & Sons, Christiansand	
ARRANMORE	Ship 1946	Thomson, Dickie & Co., Glasgow		3100
WALTRAUTE		1910	H. Fölsch & Co., Hamburg	
VINDICATRIX (hulk)		1919	British Admiralty, Leith	

(continued)

UNITED KINGDOM LAUNCHINGS, 1893, continued.

Russell & Co., Port Glasgow yard, continued.

SEAFIELD	Bark	1646	J. Archie Russell, Glasgow (Compl. 1894)	2700
LOTA	Bark	1643	McDonald, Adams & Co., Greenock	2720
SERENA	Bark	1639	McDonald, Adams & Co., Greenock	2720
ALCYON		1909	Skibs A/S Alcyon (C.S. Bruusgaard), Drammen	
MATTANJA		1923	J.W. Olsen & T. Wilhelms, Fredrikstad	
GAML	Bark	1630	D. McGillivray, Greenock	2720
PILGRIM			Pilgrim Co., Boston	
SAXON	Bark	1637	D. McGillivray & Co., Greenock	2720
AMASIS			Sandefjords Sell A/S, Sandefjord	
ELFRIEDA			Germany	
SCHULSCHIFF POMMERN		1928	Deutscher Schulschiff Verein	
AULDCIRTH	Bark	1591	T.C. Guthrie, Glasgow	2560
INVERKIP	Bark	1466	William Walker & Co., Greenock	2400
INVERLYON	Bark	1450	George Milne, Aberdeen	2400
OBBERON	4m. Bktn	1119	Capt. J. Fairlie, Glasgow	1850
SALDANHA			Cape Town	
ALIDA	Bark	414	O.S. Wingard, Christiansand	690
ELMWOOD	Bark	369	Peterson, Honeyman & Co., Glasgow	600
ELIZABETH	Bark	369	Peterson, Honeyman & Co., Glasgow	600

Robert Duncan & Co. Lim., Port Glasgow

MORVEN	4m. Bark	2150	Robert P. Peterson, Greenock	3600
PASS OF KILLIECRANKIE	Bark	1746	Gibson & Clark, Glasgow	2850
TORREY				
DYVEKE				
STIFINDER			A/S Christiansand (S.O. Stray), Christiansand	

William Hamilton & Co., Port Glasgow

ALMORA	Bark	1856	W. & J. Crawford, Greenock	3150
--------	------	------	----------------------------	------

Anderson Rodger & Co., Port Glasgow

GLENBANK	Bark	1481	Sterling & Co., Glasgow	2540
GLENARD	Bark	1937	Sterling & Co., Glasgow	3200

A. McMillan & Son, Lim., Dumbarton

BALMORE	Bark	1422	Captain Robert Barr, Pollokshields	2400
HAVILA	Bark	1421	P.C. Svarrer, Nordby, Fanø, Denmark	
QUEEN MARGARET	4m. Bark	2144	John Black & Co., Glasgow	
THETIS	Bktn	343	Falkland Islands Co., London	
BLAIRMORE	Ship	1917	Thomson, Dickie & Co., Glasgow	
ABBY PALMER (bark)		1899	Sudden & Christensen, San Francisco	
STAR OF ENGLAND		1906	Alaska Packers Association, San Francisco	
ISLAND STAR (barge)		1935	Island Tug & Barge Co., Victoria, B.C.	
EAGLE CRAG	Bark	1450	W.S. Kennaugh & Co., Whitehaven (compl. 1894)	
MARECHAL SUCHET	Ship	1920	A. Ruffer & Sons, London	
MARSHAL		1904	W. Thomas & Co., Liverpool	

Barclay, Curle & Co., Whiteinch, Glasgow

NORMA	4m. Bark	2122	M.J. Begg, Cardiff	
OTTERBURN	4m. Bark	2663	R. Shankland, Greenock	
ANNA			D.H. Wätjen, Bremen	
ONDA			Rhederi A/G von 1896, Hamburg	
MILTONBURN	4m. Bark	2663	R. Shankland, Greenock	
GOLDBEK		1907	Knöhr & Burchard, Hamburg	
STEINSUND		1915	S.O. Stray & Co., Christiansand	
BEN LEE	Ship	2341	Watson Brothers, Glasgow	3800
LAMORNA	Ship	2318	C. Gordon Cowan & Co., Greenock	3900

UNITED KINGDOM LAUNCHINGS, 1893, continued

Charles Connell & Co., Whiteinch, Glasgow

ZINITA	Bark	1633	J.D.Clink, Greenock	
SORKNES		1910	J.Bruu, Tønsberg	
ARNO	Ship	1825	James Nourse, London	
EMS	Ship	1829	James Nourse, London	
FORTUNA			Argentina	
GLENCLOVA	4m.Bark	2369	Dundee Shipowners' Co.Lim.(W.O.Taylor & Co.), Dundee	
MIMI			H.H.Schmidt, Hamburg	
CHELMSFORD	4m.Bark	2347	Briggs, Harvie & Co., Glasgow	4000
INVERLOGIE			George Milne, Aberdeen	
CORUNNA	4m.Bark	2432	J. Hardie & Co., Glasgow	
LA EPOCA			Dodero Hermanos, Valparaiso, Chile.	
NEWFIELD	Bark	1512	Brownells & Co., Liverpool	2200
GWYDYR CASTLE				
MARIE LOUISE	Bktn	350	A/S Marie Louise (T.Dahl), Esbjerg, Denmark	600
SEÑORITA	Bktn	345	S.P.Thybring, Egersund, Norway	615
BERTHA	Bktn	254	A/S Bertha (T.Dahl), Esbjerg, Denmark	400
LA VIGUESA	Bktn	666	Babe & Co., Vigo, Spain (tanker)	965
ROYAL FORTH	4m.Bark	3130	Shp.Royal Forth Co.(J.Ferguson), Leith	4750
HENRIETTE			H.H.Schmidt, Hamburg	
SOPHIE KIRK	Bark	959	W.J.Woodside & Co., Belfast	1600
JEANIE WOODSIDE	Bark	962	W.J.Woodside & Co., Belfast	1600
MARTHA L.				
NELLY			C.C.Andersen, Copenhagen	
XANTIPPE	4m.Bktn	972	Montgomerie & Workman, Belfast	
POLTALLOCH	4m.Bark	2254	Potter Brothers, London	

SHIPBUILDING IN BRITAIN IN 1893

The 1892 boom carried well over into the following year. Worthy of note are the complete disappearance of wrought iron for shipbuilding, the relatively poor showing of English yards as compared with Scotland and the Clyde in particular, and the appearance of 9 barkentines in the lists, including the fourmasters OBERON and XANTIPPE.

The largest vessel was the four-masted bark ROYAL FORTH, 3130 gross tons; the largest ship BEN LEE, 2341 tons; and the largest bark ALMORA, 1856 tons. In contrast are the ELMWOOD and ELIZABETH, barks of 369 gross tons.

Vessels later owned in America: GAEL as PILGRIM became American in 1914 and was lost in the North Atlantic 13 December 1914. BLAIRMORE capsized in San Francisco Bay 8 April 1896, and was refitted as ABBY PALMER, later STAR OF ENGLAND. The Alaska Packers sold her in 1932 to E.E. Grieve for a world cruise; but this fell through and she became a barge in 1935. POLTALLOCH was sold in February 1910 for \$17,500 to Eschen & Minor of San Francisco to satisfy a judgement. She was registered in Victoria, B.C., until 1914, when she came under the Stars and Stripes. POLTALLOCH was lost on the coast of England on 2 January 1916, while bound from Caleta Buena to Leith via Queenstown.